

§ 153.236

(a) Drains back to the cargo tank under any heel or trim resulting from the damage specified in §172.135 of this chapter; and

(b) Enters the cargo tank above the liquid level for a full tank in any condition of heel or trim resulting from the damage specified in §172.135 of this chapter.

[CGD 73-96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 79-023, 48 FR 51009, Nov. 4, 1983]

§ 153.236 Prohibited materials.

When one of the following paragraphs of this section is referenced in Table 1, the materials listed in that paragraph may not be used in components that contact the cargo liquid or vapor:

- (a) Aluminum or aluminum alloys.
- (b) Copper or copper alloys.
- (c) Zinc, galvanized steel or alloys having more than 10 percent zinc by weight.
- (d) Magnesium.
- (e) Lead.
- (f) Silver or silver alloys.
- (g) Mercury.

§ 153.238 Required materials.

When one of the following paragraphs of this section is referenced in Table 1, only those materials listed in that paragraph may be used in components that contact the cargo liquid or vapor:

- (a) Aluminum, stainless steel, or steel covered with a protective lining or coating.
- (b) With cargo concentrations of 98 percent or greater, aluminum or stainless steel.
- (c) With cargo concentrations of less than 98 percent, 304L or 316 stainless steel.
- (d) Solid austenitic stainless steel.
- (e) Stainless steel or steel covered with a suitable protective lining or coating. (See §153.266.)

[CGD 73-96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 88-100, 54 FR 40041, Sept. 29, 1989]

§ 153.239 Use of cast iron.

(a) Cast iron used in a cargo containment system must meet the requirements of §56.60-10(b) of this chapter.

(b) For purposes of this section, the term "lethal products" in §56.60-10(b)

46 CFR Ch. I (10-1-96 Edition)

means those cargoes that Table 1 references to §153.525 or §153.527.

[CGD 78-128, 47 FR 21207, May 17, 1982]

§ 153.240 Insulation.

Cargo containment system insulation made necessary by the requirements of this part must meet the requirements in §38.05-20 of this chapter. However, the vapor barrier required by §38.05-20(b) is unnecessary if the insulation is:

- (a) Protected from the weather, and attached to a containment system maintained at a temperature in excess of 46°C (approx. 115°F); or
- (b) In an atmosphere whose dewpoint is less than the temperature of any surface in contact with the insulation.

CARGO TANKS

§ 153.250 Double-bottom and deep tanks as cargo tanks.

Except in those cases in which Commandant (G-MSO) specifically approves another arrangement, such as a double-bottom or deep tank as a cargo tank, an integral cargo tank or the hold within which an independent cargo tank is located must extend to the weatherdeck.

[CGD 73-96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 82-063b, 48 FR 4781, Feb. 3, 1983]

§ 153.251 Independent cargo tanks.

All independent cargo tank must meet §38.05-10 (a)(1), (b), (d), and (e)(1) of this chapter.

[CGD 78-128, 47 FR 21208, May 17, 1982]

§ 153.252 Special requirement for an independent cargo tank.

When Table 1 refers to this section, the cargo tank must be an independent tank that meets §§38.05-2(d) and 38.05-4(g) of this chapter. (See also §153.256(b)).

[CGD 78-128, 47 FR 21208, May 17, 1982]

§ 153.254 Cargo tank access.

(a) A cargo tank must have at least one covered manhole opening into the vapor space described in §153.354.

(b) An access through a vertical cargo tank surface must be at least 60 cm by 80 cm (approx. 23.6 × 31.5 in.) and no more than 60 cm above a foothold